THE BLOOMFIELD CITIZEN

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ALL COMMUNICATIONS SHOULD BE ACCOMPANIED BY THE AUTHOR'S NAME, IN CONFIDENCE, OR FOR PUBLICATION. REJECTED OR UNAVAILABLE ARTICLES, HAVING PROPER STAMP AND ADDRESS, WILL BE RETURNED.

WHILE IT IS THE FULL INTENTION OF THE EDITORS TO ALLOW THE LARGEST LIBERTY TO CONTRIBUTORS, IT MUST BE DISTINCTLY UNDERSTOOD THAT WE DO NOT THEREBY ENDORSE THEIR OPINIONS, OR ARE IN ANY SENSE RESPONSIBLE FOR THEM.

NEWS ITEMS, NOTICES AND REPORTS MUST BE SENT TO THE OFFICE NOT LATER THAN THURSDAY EVENING OF EACH WEEK, IF THEY ARE TO APPEAR IN THE CURRENT NUMBER.

TRANSIENT NOTICES, FIFTY CENTS FOR EIGHT LINES, EACH INSERTION. FOR LARGER SPACE AND PERMANENT RATES, APPLY AS ABOVE.

Those Plank Walks.

We have received more complaints about the few dilapidated and dangerous plank walks still remaining here and there about the town. Our extensive and interesting out-of-town correspondence crowds these complaints out of this week's issue. What possible reason can the owners of these walks give for insisting upon keeping these eye-sores and according to a recent correspondent, foot-sores in front of their premises? It cannot be on the score of expense that they act in this strange manner, for ahe walks would furnish enough kindling-wood to pay for taking them up. In fact many a poor man would be only too glad to do the job for the wood. Of course after the planks come up it would be better to put something else down, but safety of life and limb is what pedestrians would be satisfied with. Even on the score of comfort the bare ground would be far preferable.

Ignorance cannot be pleaded, for all publicly, and some, if not all, privately, have been urged to action. But were this not so it cannot be supposed that they have neither eyes nor feet to discover for themselves what lies in front of their own doors. Their ears even, these summer nights, should have heard some of the evil words, forced from the lips of luckless passers-by, as with bruised bones and torn clothing they resumed their way.

Can it be possible that sheer perversity influences these worthy people, and because every one else wishes them to do one thing which is right they are determined to do the other, though it be wrong? This can hardly be.

Perhaps—it is just possible—the same spirit which prompts the small boy to make a slippery place on the walk, and then cover it with snow against the coming of the old woman with the basket of eggs actuates—but no; that cannot be, either.

But further speculation is useless. The owners of these unenviable possessions must know the reason why they, a few, are willing to be the cause of so much discomfort, not to say serious danger, to the many. It may be—who can say—a good one. But in that case let them take pity and make it known, so that the many may suffer and be silent.

It may be added that the law will materially aid those who think they have suffered long enough.

Special Correspondence.

ALTOONA, PA., AUGUST 15TH, 1885.

The "Fast Line" on the Pennsylvania Railroad gets under way like an ocean steamer. It is a huge train and with its dining-cars and sleeping-cars and drawing-room-cars and passenger-cars and express-cars it bears no inapt comparison to a vessel. Upon this great vehicle I embarked and began my familiar journey to accustomed scenes. But as they are more usual to me than to you perhaps you will let me describe them.

The Pennsylvania Railroad, then, is seen at its best along its main line. This extends from Philadelphia to Pittsburg and is, like Cæsar's Gaul, "divided into three parts." One division extends to Harrisburg—the next from Harrisburg to Altoona—and the third from Altoona to Pittsburg. Part of the "Middle Division" between Huntingdon and Altoona is technically know as "the hill" and that portion from Altoona to Gallitzin on the "Pittsburg division" is known as "the mountain." When a train reaches Harrisburg behind time going west, it is necessary for the engineer to make up his time before he reaches Mifflin, or, at the furthest, Huntingdon, or he might as well abandon the notion of arriving according to schedule. When we, therefore, touched Harrisburg eighteen minutes late, I walked forward to take a look at the new engineer, for a fresh engine comes with each division. My friend Mr. Bloomer, of the Motive Power department, kindly helped me to the knowledge that the man who sat on the box of "No. 28" was "Jim Smith," and than he would undoubtedly "pull us through." When we reached Mifflin we were exactly on the minute and the perdiction was fulfilled.

From Harrisburg the road follows the Juniata branch of the Susquehanna—not the "blue Juniata" by any means, but an exceedingly muddy stream whose "Alfarata" has faded from all memories except those in Altoona. There they still sing the song—and the city's sewage makes its pestilential way into the head waters of the river. But the views of mountain and valley are increasingly fine. The towns huddle closer and are built as if they were afraid to keep open ranks. Huntington and Tyrone are in expansions of the valleys and from Bellwood station the Bell's Gap Railroad strikes up into the Clearfield coal region. There is also a spur at Huntingdon going to Bedford, another at Tynone going north to Lock Haven and there are several from Altoona going into the country hereabouts.

Altoona lies along a valley at the base of the last rise of the Alleghanies. It extends on both sides of the track, with a population of 25,000 or more and is as busy and closely packed a place as I have ever seen. It is full of men. These shops utilize a vast force of them and if it were necessary to recruit for a war, soldiers would spring up here by the thousand—even as they did in 1861. though to a less extent than now, since the works have grown marvellously.

The east and west sides of the town are joined by a roadway under the track, another over the track and two across the tracks together with a quarter of a mile of foot path known as "the bridge" which extends high above the main system of tracks in the "yard." This yard has hundreds of cars, engines and men constantly busy. Here the weighing of cars and the drilling of trains and the shifting of engines goes on from morning to night. And it is a curious study to watch the zest with which people come to the Logan House and sit on the porches and even spend days and weeks of recreation-time in watching the trains. Through this open station before the hotel and separated from it by high iron railings passes the emigrant, freight and tourist traffic of this great railroad. And nothing is more pleasant than for one to observe the democratic spirit of "Tom Scott" still hovering over the scene and saving the methods of the company from snobbish incivility.

Altoona itself has some few good buildings—not as many as you might expect from its size, but still, more than you would surmise from the character of its population. It was in a "north-west county" of the Logan House—which he facetiously described as being "about as big as the State of Rhode Island"—that Bob Burdette, (whom I met by the way in Philadelphia) said that they put him to sleep. The churches are capacious. The Second Presbyterian, whose pastor is Rev. J. L. Russell, will seat twelve hundred persons without extra accommodations, and there are at least three others which will give quarters to an audience of six or seven hundred.

There are two daily newspapers—the *Tribune* and the *Times*, respectively Republican and Democratic. My friend Schwartz, a reconstructed Democrat, edits the former, and the latter is new to me, but I suppose they have a Republican to run it. The papers are as alike as two peas—except in journalism. There I find the traces of that upright and downright style of truth-telling which, under Schwartz and Providence, has made the *Tribune* a success. Among other matters this journal has attacked the great threatening danger of Altoona—namely, the drainage and sewage problem. I wish it every success in this enterprise, for nothing is more imperative. There are a couple of mills at the eastern end of town which are still holding on to their water-rights, and which run by evolving steam from the dammed-up filth that pours along to them. The city government ought to buy them out or break them down or do something by which they will be compelled to grant a free passage to the water. I am surprised that they are still obstructing the march of improvement, for they were detrimental to themselves and to others several years ago.

Of course the Pennsylvania Railroad makes the place—and yet you will find a great deal here that is outside of the railroad. But in almost every case it would be a business started by or belonging to some one who was at sometime in the past an employee. Thus the influence of the railroad is felt in every direction. And it is very strongly in the line of culture and education. Thus Dr. C. B. Dudley, the chemist of the road, is at the head of the new Board of Health and is heartily fighting nuisances; and then G. W. Stratton, who is in charge of the great "upper" shops, has been placed upon the School Board, where he is doing excellent work in advancing the interests committed to his care. Indeed Altoona, which is behind Bloomfield in many important particulars is decidedly ahead of us in school matters. And I venture to add that Bloomfield School matters need to be jogged and started along independent of such comparisons. The western ideas have begun to prevail here—and western ideas as to school discipline and curriculum are ahead of those in many towns and villages in the east.

Around Altoona there is a great deal of natural beauty which, to one who knows the roads and mountains, can be largely enjoyed. Just out of the town is Allegheny Furnace, the residence for many years of the Baker family. All through Pennsylvania you will find this "iron aristocracy"—the "foundry families" as they are sometimes called—who have built great manor houses and have surrounded themselves with comforts like any English squire or lord. The house at Allegheny Furnace is really a grand one. It is exactly like the White House in point of architecture and like it again, owing to the exigencies of later population and growth, the back of the house is now the front. In these ample parlors is a suit of carved oak furniture which would make the eyes of a Fifth Avenue collector expand with wonder. There is but one other similar suite in America and the contrast of such furniture, paintings and grounds, with much that is squalid and dingy in Altoona itself, is very noticeable. Nor is this the only really rich and beautiful home hereabouts, by any means.

Beyond this fine old mansion and back of Altoona lies Pleasant Valley. Entering this at the end where the Hollidaysburg turnpike crosses its single road, the Graduate and I strolled gently along towards "The Kettle." The valley is full of peace, with apple orchards basking in the sun and a farm or two whose fields show thrift and diligence. Even "Mudtown" in the centre, which is about a half-hour's walk from Altoona looks up placidly at the struggling outpost houses of the dirty, bustling city beyond, which have come to peer at it over the top of the intervening hill.

"The Kettle" is in Black's Gap, where the road from Licking Valley crosses—and crossed as far back as Revolutionary times, for there was a lead mine here and the Continentals were in need of bullets. It is a great open space among the mountains with a road which is wonderfully smooth and romantic, beside whose winding course foams and rushes a mountain stream of the purest water. Here you find the great ant-hills—a dozen of them at least—one of which the Graduate sketched in a prompt and satisfactory manner. These structures are conical and are reared by a small reddish ant who bites like fury if he happens to get his pincers into your flesh. Once I took a saw and cut into the biggist of them, laying open the galleries within. I know all about ant-bites since that time! And I found the other day that identical ant-hill, which is now repaired and in excellent condition and ready to survive four more years. In fact I think these hills are like houses, and where they are built they remain. They do not become much larger. I see no difference in them now from what they used to be. They are about two and a half to three feet in hight and the space around them is always clear—not naturally, but by the constant work of these little wood-choppers and pioneers.

I am making this letter too long for me to add to it a description of the Bell's Gap Railroad or of the excursion over that most romantic railway—for the fact is that it wants a chapter by itself and it gave me a cinder in my eye as a reminder to do it justice.

S. W. D.

Lundborg's Perfume, Edenia.
Lundborg's Perfume, Marechal Niel Rose.
Lundborg's Perfume, Alpine Violet.
Lundborg's Perfume, Lily of the Valley.

ON THE ENGINE.

Running a Locomotive While Deathly Sick—Something the Passengers Did not know—A Physician Saves an Engineer.

TAUNTON, MASS.

Dr. David Kennedy, Rondout, N. Y.

Dear Sir—I am an engineer on the Old Colony Railroad, and run the Fall River boat train between Fall River and Lowell, residing in Taunton. For ten years I suffered every but death from dyspepsia. Often I had such blinding sick headaches that I could scarcely see; I think this was due partly to irregular habits of eating, and partly to the jar of the engine. Sometimes my head would snap like neuralgia, and again the pain would settle in my eyes, which would feel as big as a man's fists. My breath was very offensive, and my food soured as soon as it entered my stomach. In fact my stomach felt as though it were a great raw and sore surface, and what agony it gave perhaps you can imagine.

In the summer and fall of 1876, when we had the heavy centennial travel, the constant jar brought on acute attacks nearly every week and I thought I should have to leave the road. But I kept at work until the next spring, when I grew so much worse that I could virtually eat nothing, and concluded that my labor, and my life too, were about over.

Remember that I had tried every medicine I heard of and had been treated by some of the best physicians in Taunton and Lowell. At this critical time DR. DAVID KENNEDY'S *FAVORITE REMEDY* was recommended to me. It was new to me, and with my experience of medicines, you can easily forgive me for saying that I had not a particle of faith in it.

I had taken it but a few days when I began to get better. The raw and sore feeling left my stomach, and the snapping pains left my head, and soon I was all right, and have been ever since. It is the only thing that ever did me the least good, and it drove every ache, pain and discomfort completely out of my body. Now I keep KENNEDY'S FAVORITE REMEDY with me on my engine, and it goes wherever I go.

Why, I believe FAVORITE REMEDY will cure anything. One night, a while ago, John Lee, too, an engineer who runs the main line boat train from Boston, came to my engine sick as death. He was worn out with work, had a high fever, and was so nervous he almost broke down crying. "Nonsense, John," I said, "cheer up, I've got something on my engine that will set up in a jiffy." I took out my bottle of FAVORITE REMEDY, lifted his head and gave him a good dose. He went to bed. Two days after I saw him looking ghastly as a butcher. "Dan," he said, "what was that stuff you gave me the other night?" "It was DR. DAVID KENNEDY'S FAVORITE REMEDY, Rondout, N. Y.," said I. "Well, I don't care whose Remedy it is, it's the thing for a man on the railroad." So say we all.

Yours, etc., DANIEL FITTS.

This preparation goes to the root of disease by purifying the blood and rousing every organ into healthy action. It is useful at home, shop, in office—everywhere.

Dr. David Kennedy, Physician and Surgeon, Rondout, N. Y.

DR. DAVID KENNEDY'S FAVORITE REMEDY

For the Cure of Kidney and Liver Complaints, Constipation, and all disorders arising from an impure state of the BLOOD.

To women who suffer from any of the ills peculiar to their sex it is an unfailing friend. All Druggists. One Dollar a bottle, or address Dr. David Kennedy, Rondout, N. Y.

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EMBROIDERED FLANNELS,

And everything needful for Infants' Wardrobes. Also an unusually Fine Assortment of Fine

FANCY PARASOLS,

In Choicest Styles of Coverings, Linings and Handles and the Best of Plain

Sun Umbrellas and Small Rain Umbrellas.

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New York, May 30, 1885.

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TIME TABLES.

Carefully Corrected up to date.

DEL., LACK., & WESTERN RAILROAD.

Barclay and Christopher Street Ferries.

TO NEW YORK.

Leave Montclair—6.03, 7.15, 7.52, 8.28, 9.15, 10.35, 11.35, a. m., 12.40, 1.40, 3,30, 4.40, 5.25, 6.10, 6.57, 8.15, 9.40, 11.05, p. m. 12.20 a. m.

Leave Glen Ridge—6.06, 7.17, 7.54, 8.29, 9.17, 10.37, 11.37, a. m., 12.43, 1.43, 3.33, 4.42, 5.27, 6.13, 7.00, 8.18, 9.43, 11.08 p. m., 12.23 a. m.

Leave Bloomfield 6.08, 7,19, 7.56, 8.31, 9.19, 10.39, 11,39, a. m., 12.46, 1.45, 3.35, 4.44, 5.29, 6.15, 6.59, 8.20, 9.45, 11.10, p. m., 12.25 a. m

Arrive Newark—6.23, 7.30, 8.10, 9.30, 10.50, 11.50 a. m. 1.08, 1.58, 3.47, 5.00, 5.40, 6.38, 7.26, 8.37, 10.08, 11.22 p. m. 12.34 a. m.

Arrive New York—6.50, 8.00, 8.40, 9.10, 10.00, 11.20 a. m. 12.20, 1.40, 2.30, 4.20, 5.30, 6,10, 7.10, 7.55, 9.10, 10.40, 11.55 p. m.

FROM NEW YORK.

Leave New York—6.30, 7.20, 8.10, 9.30, 10.30, 11.20 a. m. 12.40, 2.10, 3.40, 4.20*, 4.50, 5.30, 6.20, 7.10, 8.30, 10.00, 11.15 p. m.

Leave Newark—6.40, 7.15, 7.58, 8.43, 10.03, 11.03, 11.53 a. m. 1.13, 2.44, 4.13, 5.26, 6.03, 6.53, 7.48, 9.03, 10.38, 11.53 p. m.

Arrive Bloomfield—6.51, 7.26, 8.09, 8.55, 10.15, 11.15 a. m. 12.05, 1.24, 2.55, 4.24, 5.04, 5.37, 6.15, 7.05, 8.00, 9.14, 10.50 p. m. 12.04 a. m. Arrive at Glen Ridge 2 minutes later.

* Indicates that train does not stop at Newark.

NEW YORK AND GREENWOOD LAKE R. R.

Chambers and 23d Street Ferries, New York.

TO NEW YORK.

Leave Upper Montclair—5:28, 6:57, 7:49, 8:48, 10:47, a. m. 1:26, 4:45, 7:03 p. m.

Leave Montclair—5:33, 7:02, 7:55, 8:53, 10.52 a. m., 1:34, 4:50, 7:11 p. m.

Leave Bloomfield—5:38, 7:06, 7:59, 8:57, 10:56 a. m. 1:38, 4:54, 7:14 p. m.

Arrive New York—6:25, 7 50, 8:40, 9:40. 11:40 a. m. 2.25, 5.40, 7.55, p. m.

Train leaving Upper Montclair 9.58 p. m., Montclair 10.03 p. m., and Bloomfield 10.08 p. m., runs Saturday nights only.

Sunday trains from Montclair at 8.04 a. m. and 7.11 p. m.

FROM NEW YORK.

Leave New York—6.00, 8.40, 12.00, m. 3,40, 4.40, 5.40, 6.20, 8.00 p. m. Leaves 23rd. st. 5.45, 8.30, 11.45, a. m., 3,30, 4,30, 5.30 6. 15 7.45 p.m.

Arrive Bloomfield—6.49, 9 28 a. m. 12.43. 4.19, 5.23, 6.26, 7.05, 8.39. p. m.

Arrive at Montclair—7.02, 9.32, 12.49 a. m. 4.24, 5.29, 6.26, 7.11, 8.46, p. m.

Arrive Upper Montclair—7.06, 9.36, a. m 12.53, 4 28, 5.33, 6.337.16, 8.50, p. m.

Also a Saturday train from New York at 12.00 m. for the accommodation of theatre goers, arriving at Bloomfield 12.47, Montclair 12.52. Upper Montclair 12.56 a. m.

Sunday trains from New York at 8.45 a. m and 8.00 p. m.

Sunday trains from Orange—7.00, 9.00, 11.00 a. m. 2.00, 4.00, 6.00, 8.20 p. m.

Sunday trains for Orange leave New York 7.45, 9. 45 a. m. 12.45, 2.45, 7.15, 9.15, p. m.

Pavonia Ferry, foot of Twenty-third street North river, to and from Jersey City every fifteen minures, from 6.15 a.m. to 6.45 p. m., instead of every half-hour, commencing April 13, 1885. Sundays, 5.45 a.m. to 10.15 p. m. every half-hour, connecting with various horse-car lines both in New York and Jersey City.

LEGAL NOTICES.

SHERIFF'S SALE—New Jersey Supreme Court—Mary Davey vs. William Davey and Edmund H. Davey. Fi. fa., etc. Abraham Van Horn, Atty.

New Jersey Supreme Court—Mary Davey vs. Edmund H. Davey, John E. Davey and Frank W. Davey. Fi. fa., etc. Abraham Van Horn, Atty.

By virtue of the above stated writs of fieri facias, to me directed, I shall expose for sale by public vendue, at the Court House in Newark, on Tuesday, the twenty-fifth day of August next, at two o'clock, P. M., all those tracts or parcels of land and premises situate, lying and being in the township of Bloomfield, Essex county, New Jersey.

The first tract—Being all that part of the homestead farm of Aaron King, late of Bloomfield, deceased, situated on the north side of the road leading from Bloomfield to Belleville, situated at Newtown, in the township of Bloomfield aforesaid, and is bounded on the south by the aforesaid road, on the east by lands of John Wiley, Mary Kidney and John Weakley, on the north by the Third river and a lot of land sold by John Dodd to Samuel Pitt, Esq., and on the west by lands of Abraham Birgen and lands formerly belonging to William Kingsland, being a part of certain premises conveyed by Aaron King aforesaid unto John Dodd, by deed bearing date the twenty-sixth day of June, eighteen hundred and twenty, and being the same premises described in a deed recorded in book V, two of deeds for Essex county, on page 534, etc.

The second tract—Being all the land and premises which the said Israel Crane bought at Sheriff's sale as the property of Aurey King, described in Sheriff's deed dated ninth day of March, 1827, and recorded in book X, two of deeds for the county of Essex, pages 407, 408, 409 and 410, being the house and lot of land and premises on which Aurey King lately lived, situate, lying and being in the township of Bloomfield. Bounded on the east by lands of James Jacobus, and on the south by lands of Henry Cadmus, and on the west by land of William Williamson, deceased, and on the north by the public road called the Newtown road, which leads from Bloomfield to Belleville, containing five acres, more or less, and being the same prem described in a deed recorded in book G, three of deeds for Essex county, on page 89, etc.

The third tract—Being all that part of the homestead premises formerly of Aaron King, deceased, which is situated on the south side of the road leading from the Bloomfield church, through Newtown to Belleville at Newtown aforesaid. Bounded northwardly on the said road, eastwardly on a road leading from the aforesaid road to Randolph's mill, southwardly on lands formerly belonging to Stephen King, and westwardly on lands lately belonging to Abraham Birgen, containing about five acres, be the same more or less, which premises were conveyed by the said Aaron King to John Dodd by deed bearing date the twenty-sixth day of June, A. D., 1820, and recorded in book W, two of deeds for said county, on pages 436 and 437, and being the same premises described in a deed recorded in book H, three of deeds for Essex county, on pages 424 etc.

The fourth tract—Beginning at the road leading from Belleville to Bloomfield upper school house, at the southeast corner of a lot of land belonging to Henry King, lying on the north side of said road, running thence northward along the line of the said Henry King to the Third river, thence along the Third river southward along the stream to the northwest corner of a lot of land belonging to John Aaron King, thence southward along the line of his land to the aforesaid road, thence westward along the said road to the place of beginning, containing ten acres, be the same more or less, and being the same premises described in a deed recorded in book O, three of deeds for Essex county, on page 548, etc.

Newark, N. J., June 22, 1885.
$12.60 WM. H. BROWN, Sheriff.

SHERIFF'S SALE.—In Chancery of New Jersey.—Between Thomas Cranley, complainant, and Bridget Cronley et al., defendants. Fi. fa., for sale of mortgaged premises.

By virtue of the above stated writ of fieri facias, to me directed, I shall expose for sale by public vende, at at the Court House in Newark, on Tuesday, the 26th day of August next, at two o'clock P. M., all that tract or parcel of land and premises situate, lying and being in the township of Bloomfield, Essex county, New Jersey.

Beginning on the southwest side of the Newark and Pompton turnpike road, and fifty feet west of the west side of Charles Rollinson's two-story house, being the corner of said turnpike road and a new street lately opened leading to Washington street, thence south fifty-nine degrees west one hundred and sixty four feet, thence north thirty-three degrees west, sixty-five feet, thence north fifty-nine degrees east, one hundred and sixty-four feet to said turnpike road, thence along said road south thirty-three degrees east sixty-five feet to the place of beginning. Being sixty-five feet front and rear, and one hundred and sixty four feet deep, and being the same lot conveyed by William D. Condit and Margaret Condit, his wife, to John T. Cronley by deed bearing even date with said mortgage.

WM. H. BROWN, Sheriff.
Newark, N. J., June 22, 1885.
J. HENRY STONE, Sol'r. $4.50

NOTICE.—Public notice is hereby given that the accounts of the subscribers, executors of John McNamara, deceased, on their final settlement, will be presented to the Surrogate of the County of Essex, for audiding and stating, and reported for settlement to the Orphans' Court of the County of Essex, on the twenty-fifth day of August next.

JOSEPH D. GALLAGHER,
MORGAN REILLY,
Ex's of John McNamara, dec'd.
Dated June 17, 1885.

The Old Stand, Established 30 Years Ago.

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From 25 cts. per Yard up.

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WHITE LEAD AND OIL, READY-MIXED PAINTS.

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